

CONNECTION TO PROPOSED  
LAKE JAMES TRAIL CORRIDOR

FUTURE EQUESTRIAN ACCESS DEPENDENT  
UPON ACCESS TO ADJACENT PROPERTIES

CRESCENT RESOURCES

NO  
WAKE  
ZONE

CONNECTION TO  
OVERMOUNTAIN VICTORY  
TRAIL

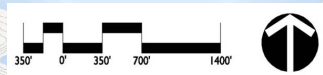
PADDY CREEK

FOOT  
TRAFFIC  
ONLY

CANAL BRIDGE

CONNECTION TO PROPOSED OVERMOUNTAIN  
VICTORY TRAIL / LAKE JAMES TRAIL CORRIDOR

PLAN IS ILLUSTRATIVE IN NATURE  
AND SUBJECT TO CHANGE.





THE MASTER PLAN FOR THE EXPANSION OF LAKE JAMES STATE PARK provides a clear development plan for the more than 2,900 acre parcel that has been acquired by the State. The planning process began in early 2005 and has involved the State Division of Parks and Recreation, the design team, park staff, the Lake James State Park Advisory Committee, the community and the broader region through public workshops and the project web site.

The new park site is located along the northeastern shore of Lake James. As the current park property is not contiguous and is severely limited in development potential, the plan calls for the relocation of the main park office to the expanded park site. The facilities at the existing park site will be retained. The master plan addresses the full development of the park site which will be constructed in phases over several years.

The new park land consists of two major peninsulas, Paddy Creek Peninsula and Long Arm Peninsula, that flank a central lake cove and an upland area to the west, designated the Center Parcel. The Center Parcel is separated from the two major peninsulas by streams, the Upper Tributary and the Lower Tributary. A third stream, the Mill's Creek, bisects the Center Parcel. Intensive park uses are concentrated within the Paddy Creek Peninsula and the northern reaches of Long Arm Peninsula. These areas offer the largest expanses of developable land. The most developable areas on Paddy Creek Peninsula are also some of the areas most recently disturbed by logging activity.

Access to the park and circulation within the park has been carefully considered. The main vehicular entrance is located on Highway 126, about one half mile west of the Canal Bridge. A second entrance serving the Long Arm Peninsula is located on Highway 126, a similar distance south of the Linville River bridge. Roadway access will be retained for all private ownership parcels within the park. Due to the topography and numerous streams, there will not be a vehicular connection between the two large peninsulas. Service and emergency connections will be provided throughout the park and are designed to accommodate all terrain vehicles used by park staff. The main entry drive at Paddy Creek Peninsula will link the entrance overlook area, a ranger residence, the visitors center, the maintenance facility, various camping areas and the new swim beach and picnic area.

## LEGEND



BANK FISHING



BATHHOUSE



BOAT CAMP



CANOE AREA



COMMUNITY BUILDING



CONCESSION



DUMPSTATION



CABINS



GROUP CAMP



MAINTENANCE FACILITY



PARKING



PARK GATE



PICNIC SHELTER



PRIMITIVE CAMP



RANGER RESIDENCE



RV CAMP



SEASONAL BARRACKS



SWIM AREA



TENT CAMP



VISITORS CENTER



CEMETERY



OVERLOOK



PARK EXPANSION



HIKE ONLY AREA

TRAILS



HIKE TRAIL



HIKE/BIKE TRAIL



PAVED ROAD



Multi-use trails for hiking and bicycling will link all sites within the park and will be the dominant use in the more mature woodlands. A central loop trail on Paddy Creek Peninsula will connect the major uses in that area. This trail also provides access to several existing grave sites and small cemeteries that are scattered across the peninsula. Trails within the park will be established to link with the Over Mountain Victory Trail as well as the Lake James Trail proposed by Burke County. Trails on Long Arm Peninsula will be organized with larger central spines that will also provide service and emergency access within the park. Multi-use trails will loop off of these main trails. The smaller trails will be routed and designed to provide varying levels of technical challenge while allowing hikers and cyclists deeper access into the more scenic and environmentally sensitive areas of the park, especially on Long Arm. Access to environmentally sensitive areas will require careful design solutions.

The existing swim beach has been extremely popular. The demand for swimming has been demonstrated each summer as rangers are needed for directing traffic. Parking lots overflow and at peak demand periods, visitors are often turned away. To meet the local community and state needs, a much larger swim beach is planned along the southern shore of Paddy Creek Peninsula. This new facility will triple the visitor capacity of the existing beach at the previously developed site south of Canal Bridge. The new swim beach facility will include parking, a convenience drop-off, bath facilities, staff offices and concessions. The main picnic area will be nearby as well as the community building, group shelters and an activities lawn.

Overnight facilities on Paddy Creek Peninsula will provide for tent camping, group camping, recreational vehicle camping and rustic rental cabins. Primitive camping is planned at the western head of the interior cove and at the southern most reaches of Long Arm Peninsula. A pedestrian and service bridge is proposed across the upper reaches of the interior cove. This bridge will provide an alternate route to Long Arm Peninsula for hikers and cyclists. The bridge will increase the number of trail routes available within the park and may be designed to accommodate fishing. Trail locations indicated on the master plan are general as specific sitings will be determined in the field by the division trails specialists.

A trailhead parking area will be located near the bridge to service hikers, campers and visitors accessing the lake at the interior cove. Access for kayak and canoe will be from a fully accessible launch area near the swim beach on Paddy Creek Peninsula. These boaters will be able to cross between Paddy Creek point and the large island during high water. At low water conditions, a short portage will be necessary. Shoreline fishing trails will be provided on the south side of the cove. Upstream of the pedestrian bridge, a no-wake zone should be implemented. This zone would create a safe haven for non-motorized watercraft, lessen noise levels within the park and minimize shoreline disturbance while allowing access for all boaters. The no-wake zone would allow continued access into the cove for fishermen and pleasure boaters on the lake without conflicting with non-motorized boats.

A second park entrance will be located on Highway 126, about one half mile south of the Linville bridge. This entrance will provide access to a second ranger residence, tent camping and a parking area as well as the proposed trail system located at the northern extent of the Long Arm Peninsula. This northern entrance will also provide access to the large internal parcel retained by Crescent Resources which is planned for development as a lodge retreat facility. Private parties interested in equestrian trail riding plan to open a dialogue with the federal government with the goal of obtaining an equestrian trail link into the Pisgah National Forest through the federal gamelands across Highway 126 from Long Arm Peninsula. If this access is granted, trail head facilities with horse trailer parking could be added at the second park entrance.

In response to a historic and cultural use associated with Lake James, water access camping will be permitted in designated areas on Long Arm Peninsula. These camp sites will be clustered at areas with appropriate shoreline access. Water and restroom facilities will be provided for each cluster and individual campsite facilities will be provided as well. Management of boat camping will be accomplished via staff boat or small, balloon-tired, all terrain service vehicles. At the southern tip of Long Arm Peninsula is an area of approximately 280 acres that is reserved for the exclusive use of hikers and campers at primitive sites.

Following is a more detailed summary of the planning process and the resulting master plan. To be useful, a master plan must be a fluid document able to meet conditions of certain changes that will come over time. It is the team's intention that this plan be considered an evolving document with the potential for constant revision, while maintaining the underlying organizational structure for creating a memorable state park on Lake James.

